NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

M E M O R A N D U M

TO: Safety and Operations Council Members

Joseph J. Beno, P.E., Director of Public Works, City of Lakewood
Robert Brininger, Officer, City of Beachwood Police Department
Joseph Cattell, P.E., P.S., Geauga County Engineer
Andrew Conrad, P.E., P.S., County Engineer, Medina County
Andrew Cross, P.E., PTOE, Traffic Engineer, City of Cleveland
Michael Dever, Director of Public Works, Cuyahoga County
Leslie Farley, P.E., District 3, ODOT
Kathryn Garvey, President, Safe Routes Chagrin
Keith Hamilton, Traffic Planning Engineer, District 12
Gordon Holmes, Lieutenant, Cleveland Division of Police
Jacqueline Jenkins, PhD, P.E., Associate Professor, Washkewicz College of Engineering, CSU
Robert C. Klaiber, Jr., P.E., P.S., Deputy Engineer, Lorain County
Daniel Knecht, Service Director, City of Euclid
Allen Pennington, Civil Engineer – Traffic, City of Mentor
Michael Schipper, Deputy General Manager, Engineering & Project Management
Lt. Carlos Smith, Ohio State Highway Patrol
Carmen Stemen, Environmental and Planning Specialist, FHWA
Dale Vandersommen, P.E., City Engineer, City of Lorain
Jacob VanSickle, Executive Director, Bike Cleveland
Michael Warner, Central Communications Division Commander, Lake County Sheriff's Department
Richard Wong, Planning & Development Director, City of Cleveland Heights

FROM: Andrew Conrad, Chair

DATE: August 9, 2019

RE: **Safety and Operations Council**
Friday, August 16, 2019 from 1:00 p.m. to 2:30 p.m.

NOACA Offices
1299 Superior Avenue, Cleveland, Ohio

I look forward to seeing you on ***Friday, August 16th, 2019 at 1:00 p.m. at the NOACA offices***.

NOACA Safety & Operations Council
Friday, August 16, 2019 – 1:00 p.m. - 2:30 p.m.
NOACA Offices – 1299 Superior Avenue
Cleveland, Ohio 44114
Phone: (216) 241-2414; website: www.noaca.org

AGENDA

NEXT MEETING: Friday, November 15, 2019 – 1:00 p.m. - 2:30 p.m.

Agenda Item No. 1

MINUTES

Safety & Operations Council Meeting
May 17, 2019
NOACA Offices
1299 Superior Avenue, Cleveland, Ohio 44114

Present: Please see the attached attendance record.

Mr. Andrew Cross chaired the Safety & Operations Council (SOC) meeting that convened at 1:00 p.m.

Meeting Minutes
A motion was made by Mr. Nick Gorris to approve the minutes of the SOC meeting held on February 15, 2019. The motion was seconded by Ms. Carmen Stemen. The motion passed by voice vote.

Public Comments
No public comments were made at this meeting.

Chair's / Executive Director's Report
No reports were presented at this meeting.

Announcements
Ms. Kathy Sarli made the following announcements:

- Statewide Congestion Mitigation and Air Quality (CMAQ) program applications are now being accepted through May 31, 2019 for SFY 2025.

- Transportation Review Advisory Council (TRAC) is accepting applications through May 31, 2019.

ACTION ITEMS
No action items were presented at this meeting.

PRESENTATION / DISCUSSION ITEMS

Project Planning Reviews (PPRs) / Intergovernmental Review and Consultation (IGRC); 1st Quarter State Fiscal Year (SFY) 2020
Mr. Mike Kubek provided background on PPR and reviewed the following projects:

- CUY - 43-1.98 (Widening Aurora Road from Solar Shopping Center Drive to Liberty Road) - This project involves the following roadway improvements: pavement resurfacing, minor widening, new traffic signal at Portz Parkway, multi-use path on the south side, bike lane westbound (5' sidewalk) on the north side, new water line and

storm sewer. The total cost of this project is $8.1 million. No NOACA funds will be used. Construction is expected to begin in FY 2021.

Mr. Kubek reviewed comments made by the Bicycle and Pedestrian Advisory Council (BPAC).

Mr. Cross asked if the sidewalk planned for the north side will be at the right of way line; if not, the sponsor should move the sidewalk back to make the buffer wider from the face of the curb to the walk or path.

Mr. Joseph Beno suggested that the sponsor not reduce the eastbound travel lane as some cyclists may still choose to use the road rather than the side path.

- Laketran Bus Replacement – Laketran is planning to purchase a new 35-foot zero emissions battery electric transit bus. The total cost of the new bus is $783,500. Diesel Emissions Reduction Grant (DERG) program and Laketran funds will be used to purchase the bus. No NOACA funds will be used.

ITS Architecture Update and Strategic Plan
Mr. Brian Blayney stated that the project team held the second ITS Stakeholder Workshop in the cities of Independence, Brunswick and Mentor on May 7, 8 and 9.

Mr. Blayney mentioned that the draft ITS Architecture update and Strategic Plan can be found on AECOM's website. He provided an overview of topics discussed at the workshop related to the Strategic Plan:

- Information management
- Traffic management
- Public transportation
- Traveler information
- CVO and freight management
- Maintenance and construction
- Incident and emergency management
- Transportation security
- Projects by ITS area
- Project timeframes (short term, medium term, long term)
- Prioritization criteria

Mr. Blayney provided an overview of the following items related to the ITS Architecture update:

- Service package diagram
- Inventory by stakeholders on the NOACA website
- ITS project schedule

Mr. Blayney stated that NOACA staff and the consultant team will work with stakeholders to incorporate their feedback into the draft ITS Strategic Plan and updated ITS Architecture. He noted that the final versions of both documents will be completed later this summer.

TSMO Freeway Incident Arterial Management Workshop Update
Mr. Blayney stated that Transportation Systems Management and Operations (TSMO) consist of a set of strategies to optimize performance, preserve capacity, and improve reliability.

Mr. Blayney mentioned that a TSMO workshop was held on March 14 to further develop enhanced TSMO business processes in Northeast Ohio. The workshop, sponsored by the Federal Highway Administration (FHWA), and conducted by the American Association of State Highway and Transportation Officials (AASHTO), was designed to educate participants on tools and resources for improving TSMO business processes, and engage participants in collaboratively developing a business process for managing arterials during freeway incidents. Mr. Blayney reviewed two scenario maps: I-90 WB in Lorain County (PM) and I-480 WB in Cuyahoga County (AM). He mentioned that over 30 people participated in the workshop.

Mr. Blayney reviewed the recommended process (diagram), considerations, and develop/ implement the process.

Mr. Blayney mentioned that the TSMO workshop is offered free of charge to NOACA and participants. NOACA staff will add the business process to NOACA's web page to serve as a reference for future TSMO planning throughout the region. He noted that staff will participate in further planning studies and Traffic Incident Management meetings hosted by ODOT to promote and support the integration of TSMO into businesses practices of local agencies throughout the region.

Mr. Blayney passed around a copy of the business process and the ITS Strategic Plan and ITS Architecture Update for SOC to review.

Mr. Cross asked how NOACA will use social media to notify people about incidents; how will NOACA determine whether or not someone is on the road when they receive a message on their cell phone; and has staff thought about the application to use to notify people. Mr. Blayney said staff has thought about the app and noted that some workshop attendees said they have had some success using Twitter.

Mr. Beno and Mr. Blayney discussed different apps to alert drivers of traffic incidents.

Mr. Ciupa asked if any studies have been done on variable message signs for incident management. Mr. Blayney mentioned that workshop attendees discussed having a dynamic message sign (DMS) in the short term, which can be challenging, and a permanent sign in the long term. Mr. Ciupa said the structure needs to be permanent in order to be effective.

Mr. Blayney mentioned that the Ohio Turnpike manages signs remotely. Mr. Ciupa said with the Turnpike, there is limited access to the signs; and he noted that it would be beneficial to have a few more dynamic message signs.

Mr. Keith Hamilton mentioned that the ODOT Traffic Management Center provides regular updates; unfortunately, information is not making its way to the motorists.

Mr. Ciupa said cell phones are a great way to go until there is a better solution in the future.

Mr. Cross asked what gaps were identified by NOACA staff. He mentioned that traffic reports are announced regularly on TV and radio stations.

Mr. Hamilton stated that TV and radio stations have been identifying the locations of the incidents, but motorists may not know the alternate routes to use.

Mr. Cross asked if NOACA is trying to provide motorists with information so they can avoid an area where an incident has occurred.

Mr. Blayney stated that the information part of the business process is to try and have better control of traffic demand, prevent trips, get people to delay their trips, get people to use a different route, and to better manage traffic on local roads.

Mr. Ciupa stated that detection equipment could be placed up the ramp to tell signals down the line about the backup so vehicles can be managed better on the ramp. He noted that NOACA would need to work with the communities to get the signals reprogrammed. Mr. Blayney stated that NOACA is taking the lead in terms of the planning process, but it is more feasible for ODOT and the city to have an agreement in place on certain conditions to have one jurisdiction to temporarily operate signals of another jurisdiction.

Safety Funding Applications

Mr. Blayney stated that ODOT accepts safety funding applications twice a year (due dates are April 30th and September 30th). ODOT provides up to $150 million throughout the state for projects that address safety problems. Mr. Blayney provided an overview of the criteria that need to be met in order to receive the funds. He mentioned that a lot of work goes into project planning and coordination with the ODOT Districts.

SOC received information on safety funding applications for the following projects:

- MED-18-12.99 (District 3) – This project is located on Alber Drive to Nettleton Road and SR 18. District 3 previously secured approximately $8 million from TRAC for engineering and right of way phases and received $5 million of Major 2 funds for construction. An additional funding application will be made to TRAC to cover the remaining funding needed for construction. ODOT District 3 is requesting funding for signals, multi-use path and access management items. The safety funding request is $2,842,000.

- CUY-43 10.61 (District 12) (Cleveland) – This project is located on Miles Avenue in the City of Cleveland. The city will cover the local share using the general fund and other potential future funding. This project will include a road diet and resurfacing along Miles Avenue and the entire study corridor, adding bike lanes on both sides of Miles Avenue from East 131st Street to Broadway Avenue, removing six (6) unwarranted traffic signals, reconstructing six (6) warranted traffic signals, and rehabilitating four (4) traffic signals along the corridor. The safety funding request is $4,355,000.

  Mr. Jacob VanSickle stated that Miles Avenue and East 131th Street are 2 of the 15 streets that account for 43% of the City of Cleveland's serious and fatal crashes. Mr. VanSickle asked if there was an opportunity to reduce 3, 12-foot lanes; 2, 12-foot travel lanes; and 1, 12-foot turning lane to reduce speed and create a buffered bike lane.

  Mr. Cross said adjustments could be made during the design process. He noted that the center turn lane could be 11 feet instead of 12 feet and the buffer could be totally driven by the access point density. He said the bike lanes could be widened or a hybrid could be created. He noted that if there is a long section with no access points, a left hand buffer could be added.

  Mr. VanSickle asked if the buffered bike lanes could be addressed later in detailed design. Mr. Cross said yes.

- LOR-CR657 (Elyria) (District 3) - This project involves applying a road diet treatment to the East Bridge Street and Cleveland Street and East Bridge Street corridors. The City of Elyria intends to apply for CMAQ funding through NOACA. Additional OPWC funds may be pursued. The safety funding request is $4,405,000 and local funds in the amount of $1.5 million.

  Mr. VanSickle stated that 4-foot bike lanes are pretty narrow. He asked if there is an opportunity to reduce the turn lane to 9 feet, take a foot from one of the travel lanes and add it to the bike lanes to make them 5 feet.

  Mr. Cross recommended having 3, 10-foot lanes and 2, 5-foot bike lanes.

- CUY-71-18.29 (District 12) - This project involves restricting a 3-lane weave from SB CD Road to the SR-176 exit ramp on I-71 by adding an additional barrier wall and rumble strips, revising the configuration of the CD Road just south of the I-90 ramp merge to 3 lanes, improving the ramp from Valentine Avenue / 14th Street to SB SR-176 to mitigate capacity constraints to the north, and reconstruct/revise overhead guide signs on the CD Road. This project received $6.5 million in TRAC funds in 2018. The safety funding request is $4,375,000.

  Mr. Ciupa recommended more signage and possibly pavement markings for the left lane. SOC members talked about the benefits of a deceleration lane on I-71. Mr. Cross talked about queuing issues of I-71.

  Mr. VanSickle commented that freeway signs would be added over 14th Street South. He noted that MetroHealth is looking to utilize the bridge to connect to the Towpath Trail. He asked if it would be possible to make the connection from the neighborhood to the Towpath Trail by 14th Street.

  SOC members discussed possible changes that could be made to create a connection from the neighborhood to the trail. Mr. Blayney mentioned that the project will go through the NOACA PPR process.

- LOR-254-7.75 (Avon) (District 3) - This project is located at the SR 254 and Nagel Road roundabout in the City of Avon. This project involves converting a four-leg signalized intersection into a roundabout that will improve operations and decrease delay and reduce rear-end crashes. The safety funding request is $2,909,000.

- LOR-83-18.04 (Avon) (District 3) – This project is located at the SR 83 and SR 254 intersection. This project involves upgrading traffic signage and signalization with overhead signage, advanced dilemma zone detection, emergency vehicle pre-emption, signal head backplates, new and reconstructed traffic signals at Healthway Drive, Avon Police-Fire and Avon Commons, adding lanes on SR 254 east-westbound, SR 83 southbound, and a right turn lane on SR 83 northbound. The safety funding request is $4,832,000.

  Mr. Beno asked if the two Avon projects are a capacity improvement or a safety improvement or both and is there any effect on the sprawl away from Cuyahoga County to Lorain County.

Ms. Farley stated that when there are a lot of vehicles at a location and there is congestion there is also accidents. Roundabouts are a known safety improvement for accidents that happen in the area. She noted that the intersections of both Avon project locations were included on the statewide ranking.

- MED-3-16.22 / 17.40 (District 3) – This project is located at SR 3 and IR 71. This project involves re-striping and installing signing to maintain one through lane on SR 3 through the interchange, extending the left turn lanes at Hamilton Road and West 130th Street, adding an additional right turn lane at each IR 71 exit ramp at the interchange, re-phase the southbound ramp signal to maximize southbound right-turn green time. The safety funding request is $1 million.

  Mr. Cross asked if the right turn onto Hamilton Road is incredibly heavy. Ms. Farley said it is a large movement. Mr. Cross said he was concerned that the right hand of the two right turn only lanes would either be underutilized or people will use it and then turn right, gun it and make a quick lane change to the left. He suggested keeping a through right lane. He said the left lane merges to the right west of Hamilton, which is unusual. You could flip it to make the right lane merge to the left down stream of Hamilton Road. Mr. Blayney mentioned that options were vetted thoroughly by District 3 staff. Ms. Farley stated that there was some discussion about closing Hamilton and rerouting motorists to another intersection.

  Mr. Beno suggested that ODOT increase the amount of signage on the bridge.

- CUY-322-15.59 (Gates Mills) (District 12) – This project is located at U.S. Route 322 and SR 174. This project involves reconstructing and upgrading the traffic signal, lengthening the median opening on U.S. Route 322 at the study intersection, converting the eastbound and westbound left-turn phasing at the study intersection from protected/permissive to protected-only. The safety funding request is $417,000.

  Mr. Cross asked if ODOT has considered shifting the left turn lanes to the left to get a neutral offset or a positive offset and to eliminate the need to use protected only signal phasing. Mr. Hamilton said it could be considered.

  Mr. Blayney mentioned that the left turn was discussed at the District Safety Review Team meeting and the District felt full left turn lanes would be safer.

  Mr. Cross asked if the speed limit in the area is 50 miles per hour (mph). Mr. Blayney said the speed limit is 45 mph.

ODOT / OSHP Safety Calendar

Mr. Blayney reviewed the following upcoming events:

- May is National Motorcycle Safety Awareness Month
- Prom Season Enforcement Blitz is in April and May 2019
- Seatbelt messaging “Click it or Ticket” is May 14-June 3, 2019
- Motorcycle Safety Day and Ride Your Motorcycle to Work Day will be held on June 18, 2019
- Impaired Driving is July 4, 2019 and mid-August – September 3, 2019

- August is Back to School Safety Month

Mr. Blayney asked members to share the national safety messaging with others at the local level.

Old Business
No old business was discussed at this meeting.

New Business
No new business was discussed at this meeting.

Adjournment
Mr. Cross stated that the next SOC meeting will be held at the NOACA offices on August 16, 2019 at 1:00 p.m. There being no further business, the meeting was adjourned at 2:30 p.m.

Safety and Operations Council (SOC)
2019 Attendance

Attendance Record

Meeting Dates	02/15/19	05/17/19	08/16/19	11/15/19
Cuyahoga County				
Joseph J. Beno, P.E., Director of Public Works City of Lakewood	X	X		
Michael Dever, Director of Public Works Cuyahoga County Paul Ciupa, Alternate	A	A		
Daniel Knecht, Service Director, City of Euclid Nick Finotti, Alternate	X	A		
Richard Wong, Planning & Development Director City of Cleveland Heights Joe Kickel, Alternate	A	X		
Geauga County				
Joseph Cattell, P.E., P.S., County Engineer Nicholas Gorris, Alternate	A	A		
Lake County				
Allen Pennington, Civil Engineer – Traffic City of Mentor Tracy Salkiewicz, Alternate	X	X		
Lorain County				
Robert C. Klaiber, Jr., P.E., P.S., Deputy Engineer Lorain County				
Dale Vandersommen, P.E., City Engineer, City of Lorain				
Medina County				
Andrew Conrad, P.E., P.S., County Engineer David Szabo, Alternate				
City of Cleveland				
Andrew Cross, P.E., PTOE, Traffic Engineer Esha Hand, Alternate	X	X		

Meeting Dates	02/15/19	05/17/19	08/16/19	11/15/19
Gordon Holmes, Lieutenant, Cleveland Division of Police	X			
Ohio Department of Transportation (ODOT)				
Leslie Farley, P.E., Planning Engineer, District 3 Julie Cichello, P.E., Alternate	X	X		
Keith Hamilton, P.E., Traffic Planning Engineer, District 12 Gary Benesh, P.E., District 12	X	X		
Greater Cleveland Regional Transit Authority				
Michael Schipper, Deputy General Manager, Engineering & Project Management Michael Lively, Alternate	A			
Federal Highway Administration (FHWA)				
Carmen Stemen, Environmental/Planning Specialist	X	X		
Local Law Enforcement				
Robert Brininger, Officer City of Beachwood Police Department				
Lt. Carlos Smith, Ohio State Highway Patrol				
Michael Warner, Central Communications Division Commander, Lake County Sherriff's Office				
Community Representatives				
Kathryn Garvey, President Safe Routes Chagrin				
Jacqueline Jenkins, PhD, PEng, Associate Professor, Washkewicz College of Engineering Cleveland State University				
Jacob VanSickle, Executive Director Bike Cleveland	X	X		

Safety and Operations Council (SOC)
May 17, 2019, 1:00 p.m. – 2:30 p.m.

Member Sign-in Sheet

MEMBER	SIGNATURE
Cuyahoga County	
Joseph J. Beno, P.E., Director of Public Works City of Lakewood	
Michael Dever, Director of Public Works Cuyahoga County Paul Ciupa, Alternate	
Daniel Knecht, Service Director, City of Euclid Nick Finotti, Alternate	
Richard Wong, Planning & Development Director City of Cleveland Heights Joe Kickel, Alternate	
Geauga County	
Joseph Cattell, P.E., P.S., County Engineer Nicholas Gorris, Alternate	
Lake County	
Allen Pennington, Civil Engineer – Traffic City of Mentor Tracy Salkiewicz, Alternate	
Lorain County	
Robert C. Klaiber, Jr., P.E., P.S., Deputy Engineer, Lorain County	
Dale Vandersommen, P.E., City Engineer, City of Lorain	
Medina County	
Andrew Conrad, P.E., P.S., County Engineer David Szabo, Alternate	
City of Cleveland	
Andrew Cross, P.E., PTOE, Traffic Engineer Esha Hand, Alternate	Andrew R. Cross

MEMBER	SIGNATURE
Gordon Holmes, Lieutenant, Cleveland Division of Police Michael Butler, Alternate	
Ohio Department of Transportation (ODOT)	
Leslie Farley, P.E., Planning Engineer, Distr. 3 Julie Cichello, Alternate	
Keith Hamilton, Traffic Planning Engineer, District 12 Gary Benesh, Alternate	
Greater Cleveland Regional Transit Authority	
Michael Schipper, Deputy General Manager & Project Management Michael Lively, Alternate	
Federal Highway Administration (FHWA)	
Carmen Stemen, Environmental/Planning Specialist	
Local Law Enforcement	
Robert Brininger, Officer City of Beachwood Police Department	
Lt. Carlos Smith, Ohio State Highway Patrol	
Michael Warner, Central Communications Division Commander, Lake County Sherriff's Office	
Community Representatives	
Kathryn Garvey, President Safe Routes Chagrin	
Jacqueline Jenkins, PhD, P.E., Associate Professor, Washkewicz College of Engineering Cleveland State University	
Jacob VanSickle, Executive Director Bike Cleveland	

Agenda Item No. 2

PUBLIC INVOLVEMENT

Agenda Item No. 3

CHAIR'S/EXECUTIVE DIRECTOR'S REPORT

Agenda Item No. 4

ACTION ITEMS

Agenda Item
No. 5

PRESENTATIONS/DISCUSSION ITEMS

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: August 9, 2019

RE: **Project Planning Reviews (PPRs)/ Intergovernmental Review and Consultation (IGRC); 2nd Quarter State Fiscal Year 2020**

ACTION REQUESTED

No action is requested at this time. This item is included for information and presentation.

BACKGROUND/JUSTIFICATION

Attached are PPR summary documents for the proposed projects to be presented to the NOACA Transportation Subcommittee, Planning and Programming Committee and Executive Committee for review and recommendation.

NOACA's Board approved Regional Transportation Investment Policy requires that all proposed federal-aid transportation projects be processed through PPR in order to meet NOACA's adopted goals and federal requirements.

PPR consists of four levels of review: NOACA staff; Board, including committees, subcommittees, and councils; intergovernmental review and consultation (IGRC); and public involvement. The end product of PPR is a Board resolution that certifies that the project has had thorough review, allowing the project to proceed to the programming stages of the planning process.

As part of the PPR process, a detailed summary of the proposed improvement and staff and committee assessment of the project are posted on NOACA's website, www.NOACA.org. A link to the PPRs is included on the home page by clicking the 'Comment on Projects' button. Staff adds comments obtained from the public, governmental organizations and NOACA committees as they are received. Proposed projects are posted on the website for three months, allowing adequate time for review and comment.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Pending Board approval, the project sponsor will be notified that their project has completed PPR. NOACA staff will work with the project sponsor to address any planning issues identified during PPR.

KS/em/8214c

Attachments: Project Summaries

History/Background: These projects are included in ODOT District 12's Program.

Title: Major rehabilitation of I-77 in Cuyahoga Heights, Newburgh Heights and Cleveland
Sponsor: Ohio Department of Transportation (ODOT) District 12
Estimated Total Cost: $71,240,703
Proposed Source of Federal Funds: ODOT

- **CUY IR-77 - 11.21 MAJOR REHAB: PID No. 105743** - This project involves replacing the pavement on I-77 from approximately the CSX bridge to Broadway Avenue (SR-14), in Cuyahoga Heights, Newburgh Heights and Cleveland (location map). Work will include replacing the median barrier, upgrading the drainage, and widening the shoulders where possible. The project's estimated total cost, provided by the sponsor, is $71,240,703. The estimated cost of preliminary engineering preliminary development (PEPD) is $2,165,703. The estimated cost of preliminary engineering detailed design (PEDD) is $1,025,000. The estimated cost of construction (CO) is $68,000,000. The estimated cost of construction engineering (CE) is $50,000. The project will be fully funded with Multi-Lane Major Rehabilitation Program funds and ODOT District Preservation funds for award in October 2021.

Project Name: CUY IR 77 / MILLER RD INTERCHANGE
Sponsor: City of Brecksville
PID No.: 104983
Estimated Cost: $4,900,000 (PEPD, PEDD and RW)
Proposed Source of Federal Funds: TRAC

- **CUY IR-77/Miller Rd Interchange –** This project involves completing the existing partial diamond interchange at I-77 and Miller Road by adding a northbound (NB) exit ramp and a southbound (SB) entrance ramp; adding an auxiliary lane between new SB entrance ramp and the IR-80 exit ramp; widening of Miller Road to provide left-turn lanes including structure widening; and adding dual westbound (WB) right turn lanes onto the IR-77 NB entrance ramp. The combined estimated cost of PEPD, PEDD and RW, provided by the sponsor, is $4,900,000. The estimated cost of PEPD is $3,040,000. The estimated cost of PEDD is $760,000. The estimated cost of RW is $1,100,000. The PEPD, PEDD and RW will be funded with TRAC funds and local funds. The sponsor will apply to the TRAC for construction (C) funding in the future; at which time the construction phase will be considered for plan and TIP amendment.

Title: Major rehabilitation of I-90 in Rocky River, Lakewood and Cleveland
Sponsor: Ohio Department of Transportation (ODOT) District 12
Estimated Total Cost: $103,442,400
Proposed Source of Federal Funds: ODOT

- **CUY IR-90 - 6.83 MAJOR REHAB: PID No. 76779** - This project involves replacing the existing pavement along I-90, from the Hilliard Exit ramp bridge to I-71 in Rocky River, Lakewood and Cleveland (location map). Work will include sections of median barrier replacement and lowering the pavement under several structures for vertical clearance. The project's estimated total cost, provided by the sponsor, is $103,442,400. The estimated cost of preliminary engineering preliminary development (PEPD) is $4,141,440. The estimated cost of preliminary engineering detailed design (PEDD) is $3,024,960. The estimated cost of construction (CO) is $96,000,000. The estimated cost of construction engineering (CE) is $276,000. The project will be fully funded with Multi-

Lane Major Rehab Program funds and ODOT District Preservation funds for award in January 2024.

Title: Construction of Noise Barrier along I-271 in Pepper Pike
Sponsor: Ohio Department of Transportation (ODOT) District 12
Estimated Total Cost: $1,453,733
Proposed Source of Federal Funds: ODOT

- **CUY IR 271 10.24 NOISE BARRIER: PID No. 108655** - The proposed project involves constructing approximately 3,200 feet of noise barrier along IR-271, from 0.09 mile north of North Woodland Road to Cedar Road, in Pepper Pike (location map).
  The project's estimated total cost, provided by the sponsor, is $1,453,733. The estimated cost of preliminary engineering detailed design (PEDD) is $253,733. The estimated cost of construction (C) is $1,200,000. The estimated cost of construction engineering (CE) is $25,000. The project will be funded with Major/New Construction funds and ODOT District Preservation funds for award in April 2020.

Staff Comment (Summary):

CUY IR-77 - 11.21 MAJOR REHAB: PID No. 105743:
RECOMMENDATION:

- Staff recommends the sponsor refer to ODOT Managed Lane study for recommendations concerning hard shoulder running and consider evaluating if feasible.
- Staff recommends the sponsor refer to ODOT Managed Lane study for recommendations concerning ramp metering and consider implementing ramp metering to improve flow for I-77 mainline travel lanes.
- Staff recommends not amending the construction (CO) phase of the project to the TIP until the Feasibility Study is completed and shared with regional stakeholders.

CUY IR-90 - 6.83 MAJOR REHAB: PID No. 76779:
RECOMMENDATION:

- Staff recommends the sponsor consider widening inside shoulder where feasible to support bus use as described in 2015 study evaluating bus-on-shoulder operation as an Active Travel Demand Model (ATDM) strategy. The sponsor may have to consider lane reductions at bridges.
- Staff recommends the sponsor consider ramp metering as a safety and congestion management strategy as suggested in ATDM study.
- Staff recommends the sponsor consider implementing countermeasures recommended at interchanges in recent safety studies at log points 9.09 and 11.85.
- Staff recommends not amending the construction (CO) phase of the project to the TIP until the Feasibility Study is completed and shared with regional stakeholders.

CUY IR 77 / MILLER RD INTERCHANGE
CONDITION:

- As per NOACA policy, the sponsor must provide a feasibility study or alternatives evaluation report or the completed Interchange Modification Study (IMS).

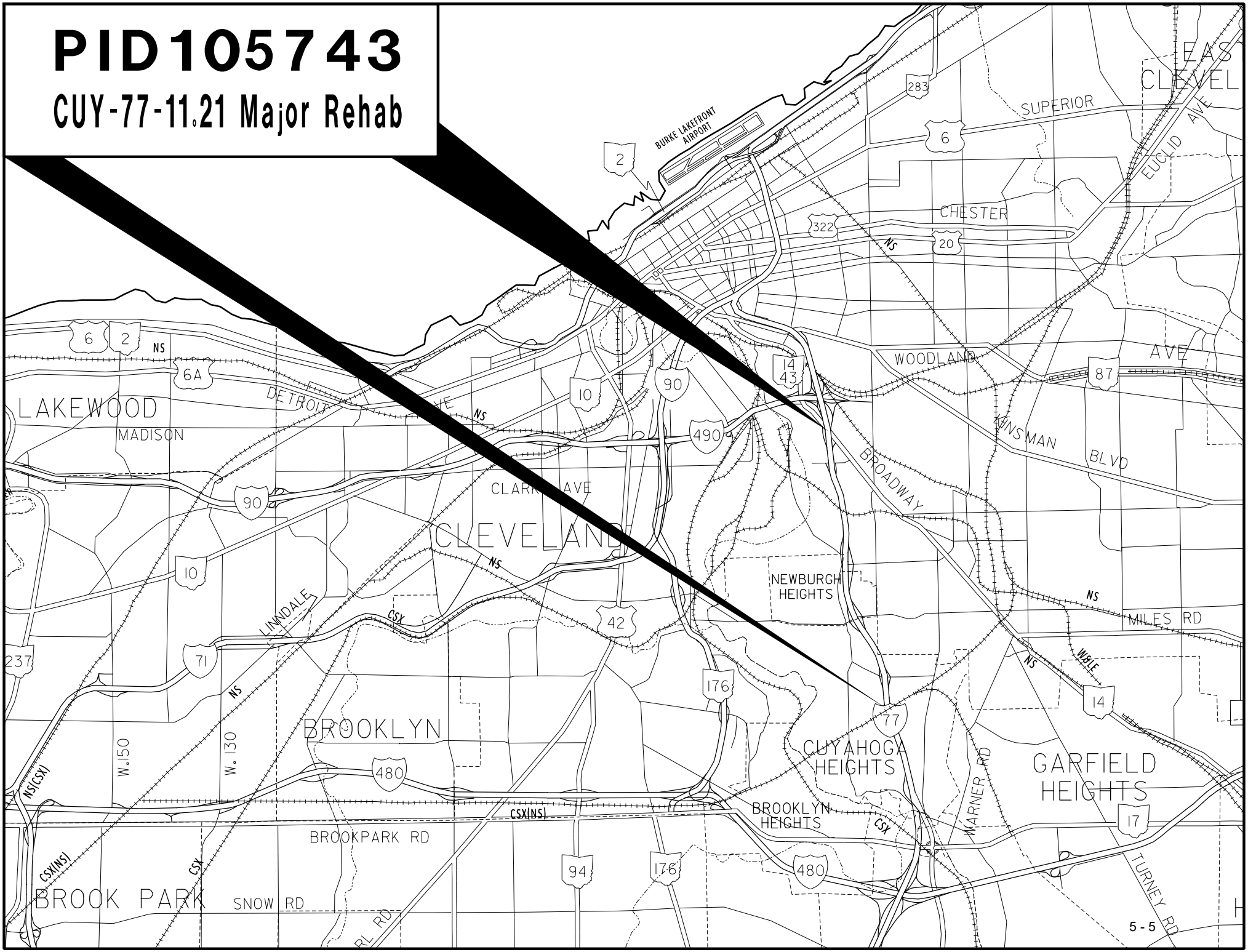
Committee Review:

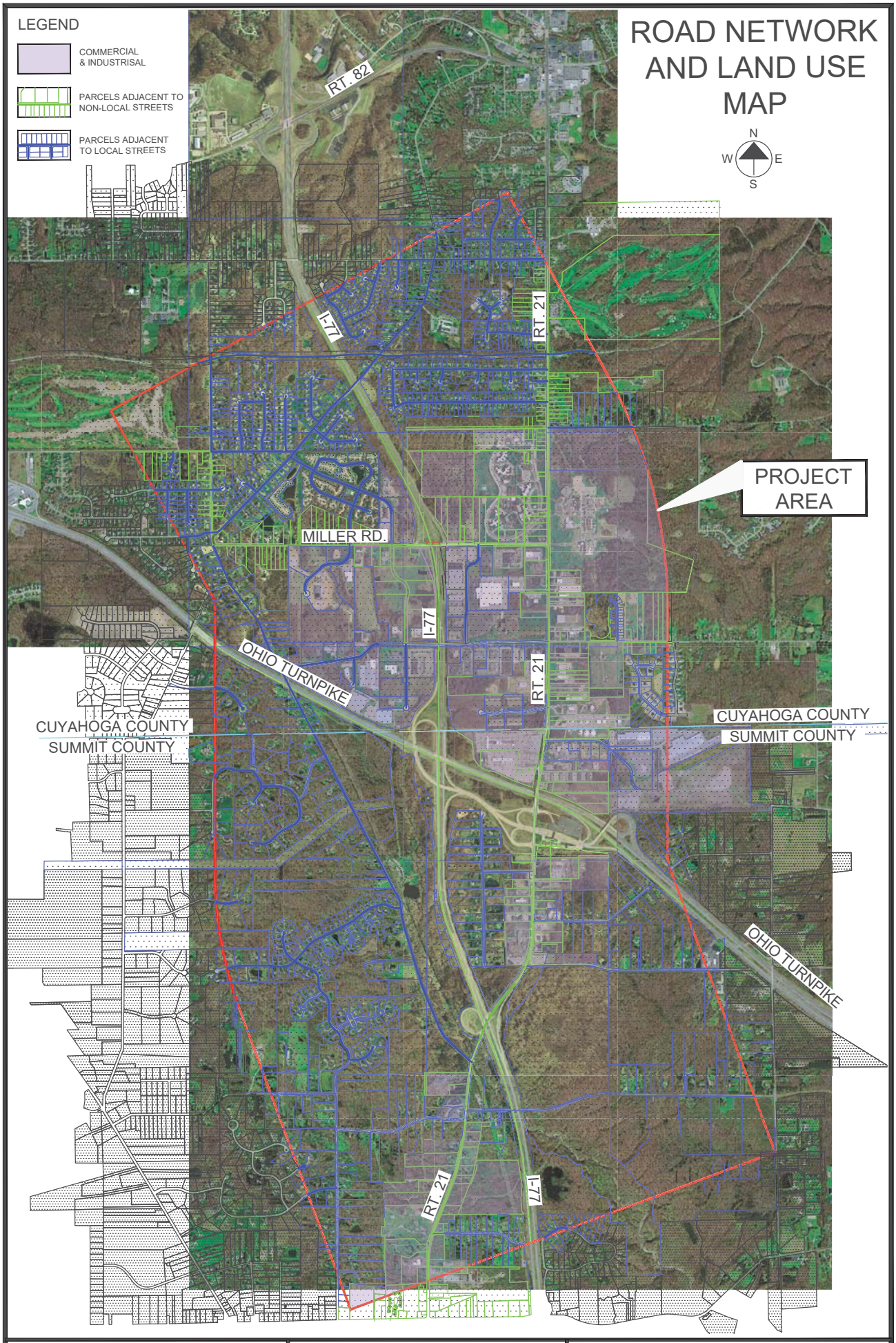
Intergovernmental Review and Consultation (IGRC):

Public Involvement:

PID105743

CUY-77-11.21 Major Rehab





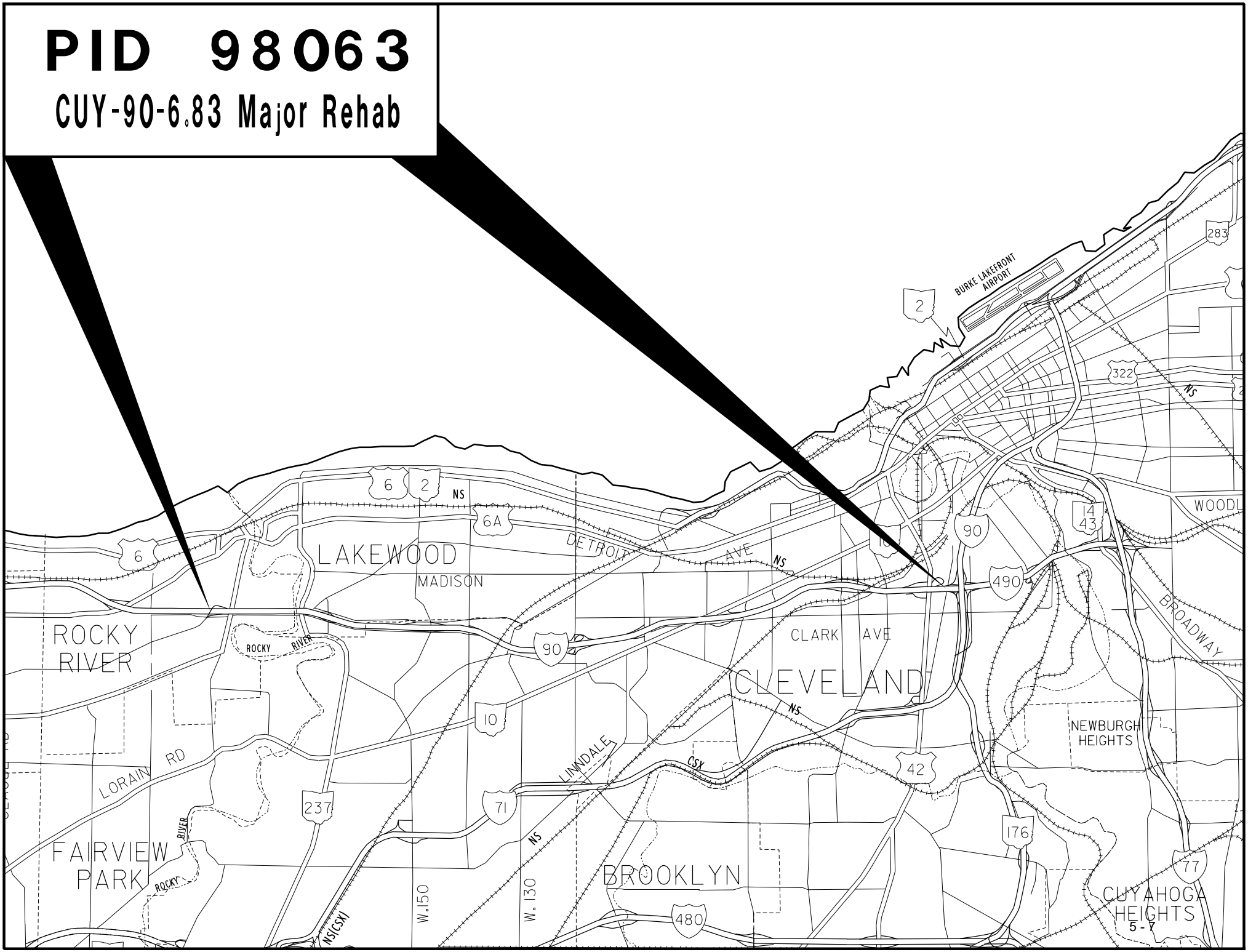
EUTHENICS INC.
CONSULTING ENGINEERS

PROJECT AREA

2000 0 2000 4000
SCALE IN FEET

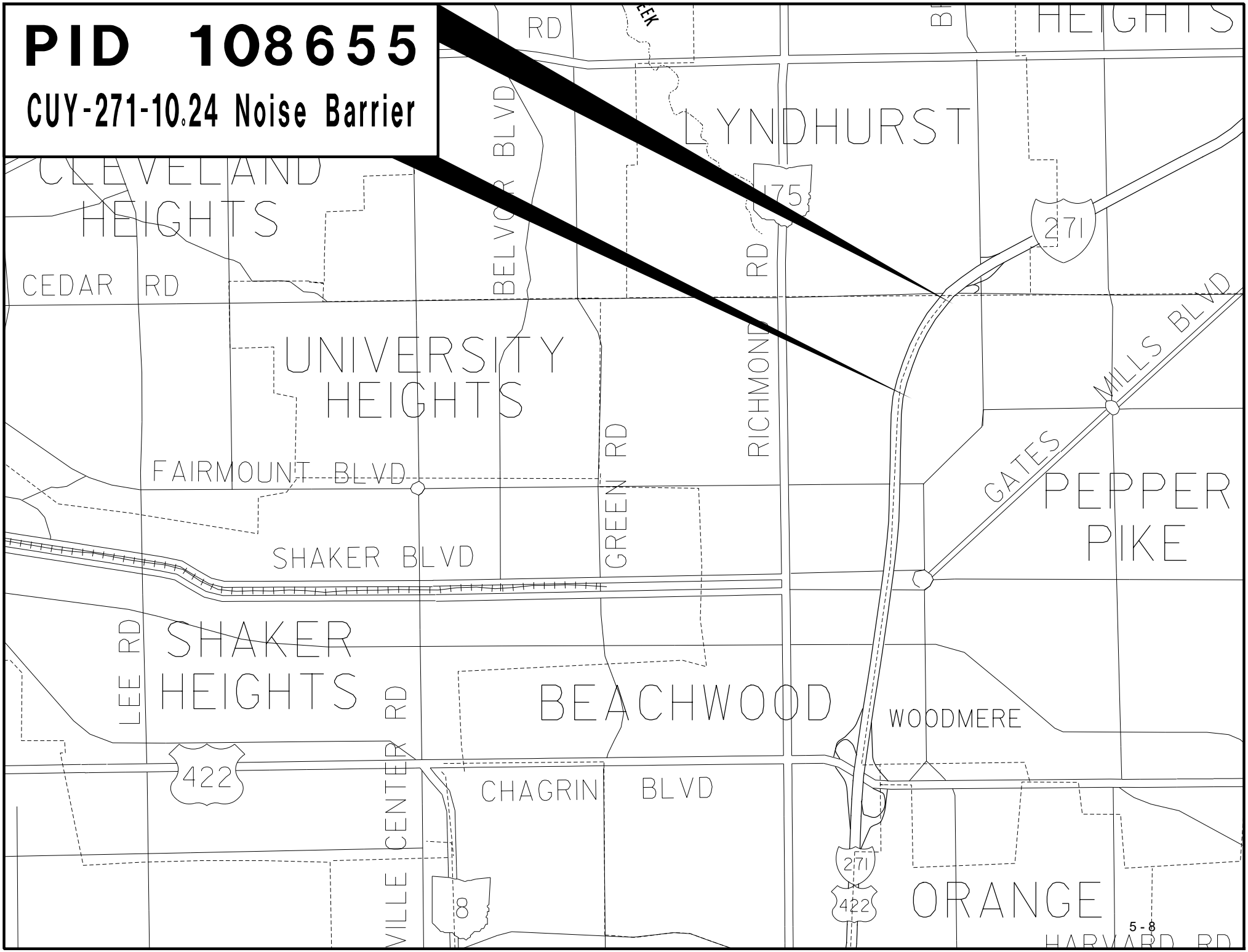
PID 98063

CUY-90-6.83 Major Rehab



PID 108655

CUY-271-10.24 Noise Barrier



RTA Fiscal Year 2020 Capital Grant Program

Sponsor: RTA
Estimated Total Cost: $54,519,373
Proposed Source of Federal Funds: Federal Transit Administration (FTA)

History/Background: RTA reports that its original state fiscal year (SFY) 2020 grant program is listed in the NOACA SFY 2018 – 2021 Transportation Improvement Program and the majority of the program is as originally proposed in the TIP. RTA is adding four new projects to its FFY 2020 program and the TIP. RTA is also seeking to revise and amend five existing grants to address under-runs, over-runs, and revised priorities in its capital program impacting eleven TIP projects. RTA's revisions to the FFY 2019 and 2017 Capital Formula and FFY 2016 State of Good Repair grant programs reflect these revisions.

Proposed Project: RTA is applying for various sources of funds including Section 5307 Capital Formula, Section 5337 State of Good Repair Formula and Section 5339 Bus and Bus Facilities Formula for FFY 2020, as described below:

- The Section 5307 Capital Formula projects include Bus Replacement Program Vehicles and Spare Parts, Substation Improvement Program, Cuyahoga Viaduct Track Bridge, Light Rail Track Rehabilitation, Bus Spare Parts Program, Rail State of Good Repair, Bus Preventive Maintenance, Enhanced Rail ADA (Americans with Disabilities) Access, NOACA Unserved Areas Projects, (new) Rail Car Replacement Program, (new) Track Bridge over Conrail and (new) HVAC (Heating, Ventilation, and Air Conditioning) System Improvement Program.

- Section 5337 Rail Formula projects include Substation Improvement Program, Cuyahoga Viaduct Track Bridge, Light Rail Track Rehabilitation, Rail Spare Parts Program, Rail State of Good Repair Projects, Rail Preventive Maintenance, Rail Infrastructure Program, On-Call Rail Engineering, OCS (Overhead Catenary System) Rehabilitation Program and (new) Rail Utility Vehicle Prime Mover Replacement.

- Section 5339 Bus and Bus Facilities Formula projects include Bus Replacement Program Vehicles and Spare Parts.

RTA is also seeking to revise and amend five existing grants to address updated funding amounts, projected under-runs, over-runs and revised priorities in its Capital Program as described below:

- 2019 Section 5307 Capital Formula Grant – The grant is being revised and amended to account for decreased funding as well as to decrease Bus Preventive Maintenance and NOACA Unserved Area funding, shift Bus Vehicle Type funding, fund the West 117th Street Track Bridge and its Rail Car Replacement Program.

- 2019 Section 5337 State of Good Repair Formula Grant – The grant is being revised and amended to account for decreased funding as well as to decrease Rail Preventive Maintenance and West 117th Street Track Bridge funding and fund the Rail Car Replacement Program.

- 2019 Section 5339 Bus and Bus Facilities Formula Grant – The grant is being revised and amended to account for increased funding and to increase the funding for Bus Replacement Program Vehicles.

- 2017 Section 5307 Capital Formula Grant – The grant is being revised and amended to account for separating the design and construction phase costs for Light Rail Signal System, from East 79th Street to Shaker Square.

- 2016 Section 5337 State of Good Repair Grant - The grant is being revised and amended due to under-runs in the West Park Diamond Crossover and Red Line West Track Rehabilitation projects and to fund the (new) Rail Utility Vehicle Prime Mover Replacement.

Descriptions of the projects (project descriptions) in the RTA FY 2020 program, a list of projects and their associated costs by ALI (activity line item) are available in pdf.

Staff Comment (Summary):

Intergovernmental Review and Consultation (IGRC):

Public Involvement:

Committee Review:

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
FFY 2020 GRANT PROGRAM
PROJECT DESCRIPTIONS

Section 5307 Capital Formula (1237-2020-XXXX)

Bus Replacement Program - Vehicles - This project is part of a three-year program to replace a total of 105 vehicles that have reached the end of their useful life. Funds are programmed in 2020 to support the vehicle purchases.

Bus Replacement Program – Spare Parts - This project is part of a three-year program to replace a total of 105 vehicles that have reached the end of their useful life. Funds are programmed in 2020 grant for spare parts purchases.

Substation Improvement Program – This program is a multi-year program to reconstruct/rehabilitate our power substations to provide traction power along the rail network. Funds are programmed in 2020 for the construction and force account costs.

Cuyahoga Viaduct Track Bridge Rehabilitation – This project is to rehabilitate the Red Line track bridge over the Cuyahoga River and the east bank of the Flats. This is the first phase of the project. The bridge truss, superstructure and deck are in need of rehabilitation. Funds are programmed in 2020 in support of the construction, third party construction management and force account costs.

Bus Spare Parts - This project is to replace major bus components that require replacement during the 12 year life of a bus such as engines and bus maintenance equipment. Funds are programmed in 2020 for spare parts purchases.

Rail State of Good Repair Projects - This program funds the acquisition of equipment and materials and construction required to upgrade the rail line infrastructure on RTA's 34 miles of rail track. It will assist RTA in providing safer, faster rail service along the Red, Blue, and Green rail lines. Funds are programmed in 2020 to support this program.

Preventative Maintenance Bus – Preventive maintenance activities will include the purchase of inventory materials and supplies, equipment, as well as capitalized maintenance expenses (including mechanic labor) for bus operations.

Enhanced ADA Access - Rail - This program will utilize enhancement funds to fund the enhancement eligible items included in our various ADA Station Reconstruction and Rehabilitation projects. It represents a majority of GCRTA's annual enhancement projects. For 2020 it is focused improving rail station areas and includes purchase and installation of shelters and other amenities at our rail stations.

NOACA Unserved Area Projects – This program is for a small portion of the Urbanized Areas funds to be distributed by NOACA to the transit agencies within the region for projects that are competitively selected. The funds are carried in the TIP under GCRTA and non-GCRTA projects are then funded through sub-recipient agreements.

Rail Car Replacement Program - Vehicles - This project is part of a ten-year program to replace a total of 74 rail vehicles that have reached the end of their useful life. The first phase of the program will be the heavy rail vehicles (HRV). Funds are programmed in 2020 to support the vehicle purchases.

Track Bridge Rehabilitation over Conrail – This project is to rehabilitate the Light Rail track bridge over Conrail. The bridge superstructure and deck are in need of rehabilitation. Funds are programmed in 2020 in support of the design phase costs.

HVAC System Improvement Program – This program is a multi-year program to reconstruct/rehabilitate our HVAC systems at a number of facilities to upgrade monitoring, controls and equipment that have exceeded their useful life. Funds are programmed in 2020 for the design and project administration costs.

Section 5337 State of Good Repair Formula (1237-2020-XXXX)

Substation Improvement Program – This program is a multi-year program to reconstruct/rehabilitate our power substations to provide traction power along the rail network. Funds are programmed in 2020 for the design and project administration costs.

Cuyahoga Viaduct Track Bridge Rehabilitation – This project is to rehabilitate the Red Line track bridge over the Cuyahoga River and the east bank of the Flats. This is the first phase of the project. The bridge truss, superstructure and deck are in need of rehabilitation. Funds are programmed in 2020 in support of the construction costs.

Light Rail Track Rehabilitation Program – This program is a multi-year program to rehabilitate the Light Rail Tracks. The track bed, rail, ties, and drainage are in need of rehabilitation. Funds are programmed in 2020 for the design, construction, third party construction management and force account costs.

Rail Spare Parts - This project is to replace major rail car and equipment components that require replacement during the 30 year life of a rail car such as pantographs, trucks, systems and rail maintenance equipment. Funds are programmed in 2020 for spare parts purchases.

Rail State of Good Repair Projects - This program funds the acquisition of equipment and materials and construction required to upgrade the rail line infrastructure on RTA's 34 miles of rail track. It will assist RTA in providing safer, faster rail service along the Red, Blue, and Green rail lines. Funds are programmed in 2020 to support this program.

Preventative Maintenance Rail – Preventive maintenance activities will include the purchase of inventory materials and supplies, equipment, as well as capitalized maintenance expenses and maintenance of the rail track right-of-way. Funds are programmed in 2020 to support this program.

Rail Infrastructure Program - This project funds the acquisition of equipment and materials and construction required to upgrade the rail line infrastructure on RTA's 34 miles of rail track. It will assist RTA in providing safer, faster rail service along the Red, Blue, and Green rail lines. Funds are programmed in 2020 to support this program.

On-Call Rail Engineering Services - This project funds design services to support the GCRTA engineering department. Funds are programmed in 2020 to support this program.

Overhead Catenary System (OCS) Program – This program is the first year of a multi-year program to repair, replace, and upgrade catenary structures and overhead lines and appurtenances in order to achieve a state of good repair. Funds are programmed in 2020 to support the construction costs.

Rail Utility Vehicle - Prime Mover Replacement – This project is to purchase a self-propelled Prime Mover vehicle to replace the locomotive that has far exceeded its useful life. It will be used by GCRTA maintenance personnel as part of our ongoing internal track maintenance program. Funds are programmed in 2020 in support of the equipment purchase.

Section 5339 Bus Facility Grant (1237-2020-XXXX)

Bus Replacement Program - This project is part of a three-year program to replace a total of 105 vehicles that have reached the end of their useful life. Funds are programmed in 2020 to support the vehicle purchases.

Bus Replacement Program – Spare Parts - This project is part of a three-year program to replace a total of 105 vehicles that have reached the end of their useful life. Funds are programmed in 2020 grant for spare parts purchases.

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
FFY 2020 GRANT PROGRAM AND REVISIONS TO FFY2019, 2017,AND 2016 GRANT PROGRAMS

ALI #	PROJECT & TASK DESCRIPTION		PID #	BUDGET	FEDERAL	LOCAL	
Section 5307 FFY 2020 Capital Formula (1237-2020-XXX)							
11.12.01	Bus Replacement Program Vehicles		104528	$2,000,000	$1,600,000	$400,000	
11.12.06	Bus Replacement Program Vehicles		104528	$1,800,000	$1,440,000	$360,000	*
11.12.40	Bus Replacement Program Spare Parts		104528	$193,750	$155,000	$38,750	
12.54.03	Substation Improvement Program Construction		104530	$3,500,000	$2,800,000	$700,000	
12.72.08	Substation Improvement Program Force Account		104530	$75,000	$60,000	$15,000	
12.24.05	Cuyahoga Viaduct Track Bridge Rehabilitation Construction		104534	$6,697,443	$5,357,954	$1,339,489	*
12.71.04	Cuyahoga Viaduct Track Bridge Rehabilitation 3rd Party Contracts		104534	$300,000	$240,000	$60,000	*
12.72.08	Cuyahoga Viaduct Track Bridge Rehabilitation Force Account		104534	$600,000	$480,000	$120,000	*
11.12.40	Bus Spare Parts Program		104558	$500,000	$400,000	$100,000	
12.7A.00	Rail State of Good Repair Projects		104559	$542,247	$433,798	$108,449	
11.7A.00	Preventative Mainenance - Bus		104564	$9,000,000	$7,200,000	$1,800,000	*
12.93.09	Enhanced ADA Access - Rail		104570	$300,000	$240,000	$60,000	
11.7A.00	NOACA Unserved Area Projects		104575	$374,010	$299,208	$74,802	
12.12.21	Rail Car Replacement Program Vehicles		110637	$3,901,725	$3,121,380	$780,345	*
12.21.05	Track Bridge Rehabilitation over Conrail Design		110638	$215,000	$172,000	$43,000	*
11.41.03	HVAC System Improvement Program Design		110639	$250,000	$200,000	$50,000	*
11.79.00	HVAC System Improvement Program Project Administration		110639	$150,000	$120,000	$30,000	*
		Total		$30,399,175	$24,319,340	$6,079,835	
Section 5337 FFY 2020 State of Good Repair Formula (1237-2020-XXX)							
12.51.03	Substation Improvement Program Design		104530	$250,000	$200,000	$50,000	
12.79.00	Substation Improvement Program Project Administration		104530	$25,000	$20,000	$5,000	
12.24.05	Cuyahoga Viaduct Track Bridge Rehabilitation Construction		104534	$1,230,000	$984,000	$246,000	*
12.21.03	Light Rail Track Rehabilitation Program Design		104553	$200,000	$160,000	$40,000	*
12.24.03	Light Rail Track Rehabilitation Program Construction		104553	$3,634,778	$2,907,822	$726,956	
12.71.04	Light Rail Track Rehabilitation Program 3rd Party Const Mgmt		104553	$200,000	$160,000	$40,000	*
12.72.08	Light Rail Track Rehabilitation Program Force Account		104553	$620,000	$496,000	$124,000	*
12.12.40	Rail Spare Parts Program		104556	$750,000	$600,000	$150,000	
12.7A.00	Rail State of Good Repair Projects		104559	$1,893,388	$1,514,710	$378,678	*
12.7A.00	Preventative Maintenance - Rail		104566	$9,000,000	$7,200,000	$1,800,000	
12.7A.00	Rail Infrastructure Program		104568	$1,000,000	$800,000	$200,000	
12.71.11	On Call Rail Engineering Services		104571	$200,000	$160,000	$40,000	
12.54.01	OCS Rehabilitation Program Construction		104994	$2,000,000	$1,600,000	$400,000	*
12.12.24	Rail Utility Vehicle - Prime Mover Replacement		110640	$300,000	$240,000	$60,000	*
		Total		$21,303,166	$17,042,532	$4,260,634	
Section 5339 FFY 2020 Bus Facilities Grant (1237-2020-XXX)							
11.12.01	Bus Replacement Program Vehicles		104528	$2,744,032	$2,195,226	$548,806	
11.12.40	Bus Replacement Program Spare Parts		104528	$73,000	$58,400	$14,600	
		Total		$2,817,032	$2,253,626	$563,406	
Section 5307 FFY 2019 Capital Formula (1237-2019-XXX)							
12.7A.00	Preventative Maintenance - Bus		90148	-$1,873,177	-$1,498,542	-$374,635	
11.12.01	Bus Replacement Program Vehicles		94963	-$297,522	-$238,018	-$59,504	
11.12.06	Bus Replacement Program Vehicles		94963	$1,800,000	$1,440,000	$360,000	
11.12.07	Bus Replacement Program Vehicles		94963	-$1,175,000	-$940,000	-$235,000	*
11.7A.00	NOACA Unserved Area Projects		95019	-$169,740	-$135,792	-$33,948	
12.24.05	West 117th Street Track Bridge Rehabilitation Construction		104572	$897,303	$717,842	$179,461	*
12.11.21	Rail Car Replacement Program Design		110637	$365,826	$292,661	$73,165	*
		Total		-$452,310	-$361,848	-$90,462	
Section 5337 FFY 2019 State of Good Repair Formula (1237-2019-XXX)							

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
FFY 2020 GRANT PROGRAM AND REVISIONS TO FFY2019, 2017,AND 2016 GRANT PROGRAMS

ALI #	PROJECT & TASK DESCRIPTION		PID #	BUDGET	FEDERAL	LOCAL	
11.7A.00	Preventative Maintenance - Rail		90149	-$3,070,167	-$2,456,134	-$614,033	*
12.24.05	West 117th Street Track Bridge Rehabilitation Construction		104572	-$897,303	-$717,843	-$179,460	*
12.11.21	Rail Car Replacement Program Design		110637	$3,070,167	$2,456,134	$614,033	*
		Total		-$897,303	-$717,843	-$179,460	
Section 5339 FFY 2019 Bus Facilities Grant (1237-2019-XXXX)							
11.12.01	Bus Replacement Program Vehicles		94963	$511,683	$409,346	$102,337	
		Total		$511,683	$409,346	$102,337	
Section 5307 FFY 2017 Capital Formula Grant (1237-2018-002) Revisions							
12.61.01	CAB Signaling - East 79th to Shaker Square Design		90176	$450,000	$360,000	$90,000	*
12.62.01	CAB Signaling - East 79th to Shaker Square Installation		90176	-$450,000	-$360,000	-$90,000	
		Total		$0	$0	$0	
Section 5337 FFY 2016 State of Good Repair Grant (1237-2016-055) Revisions							
12.24.03	Westpark Diamond Crossover Construction		99320	-$323,013	-$258,410	-$64,603	
12.24.03	Red Line - West Track Rehabilitation Program		102186	-$1,428,095	-$1,142,476	-$285,619	
12.12.24	Rail Utility Vehicle - Prime Mover Replacement		110640	$1,751,108	$1,400,886	$350,222	*
		Total		$0	$0	$0	
		Grand Total		$53,681,443	$42,945,154	$10,736,289	

* TIP Amendment Required

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: August 9, 2019

RE: **SAVE: NOACA's Plan for Transportation Safety**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND

NOACA has recently completed SAVE Plan; NOACA's Plan for Transportation Safety. The purpose of the SAVE Plan is to save lives in the NOACA region by identifying actions to reduce the most severe crashes that too often result in fatalities and serious injuries. The SAVE Plan was developed with the vision that traffic deaths and injuries can be prevented with appropriate planning, policies and programs, with a long-term goal of reducing the number of fatalities and serious injuries by 50% by the year 2040. The SAVE Plan provides direction that will enable NOACA and others to work together to set goals and work toward the vision this Plan establishes for the region.

Achieving a safer transportation network requires addressing the interaction among the infrastructure, vehicles and the skill and behavior of travelers. The SAVE Plan incorporates a "6 E's" approach into the safety planning process, acknowledging the key roles that engineering, education, enforcement, emergency response, evaluation, and equity all play in preventing severe crashes and saving lives. After evaluating 10 years of crash data to identify trends, ten emphasis areas associated with fatal and serious injury crashes were identified.

- Intersection
- Roadway Departure
- Young Driver
- Speed
- Impaired Driving
- Older Driver
- Motorcycle
- Pedestrian

- Distracted Driving

- Bicycle

At the meeting, the presentation will provide more detail about the Plan. The full Plan is available on NOACA's website at this link.

FINANCIAL IMPACT
There is no financial impact.

CONCLUSION/NEXT STEPS
NOACA will develop and support key initiatives in partnership with other organizations to advance safe projects and to encourage safer traveler behavior.

KS/bb/8215c

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: August 9, 2019

RE: **2017 NOACA Safety Priority Lists**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND

One of the important elements of each year's Regional Safety Program is the identification of regional safety priority lists. NOACA safety priority locations were developed by evaluating historical crash performance at intersections and along roadway corridors. The safety priority lists consider the total number of all crashes and the combined number of just fatalities and serious injuries (FSI's) that have occurred at intersections or along one-mile defined-length corridors that make up the region's non-freeway road network.

Emphasis is placed on prioritizing safety at locations that experience fatalities and serious injuries, in order to align NOACA's priorities with the safety performance measures established under the current federal transportation funding bill (the FAST Act), which requires states to measure progress in reducing the numbers of fatalities and serious injuries.

Priority lists were developed in five specific areas on review of crashes occurring during the five-year period from 2013 to 2017:

1. Intersection FSI (based on a minimum of 4 or more FSI crashes)
2. Intersection Frequency (based on all intersection-related crashes)
3. Corridor FSI (based on a minimum of 5 or more FSI crashes over a one-mile defined length)
4. Corridor Frequency (based on all non-intersection related crashes over a one-mile defined length)
5. Pedestrian and Bicycle Corridors (based on a minimum of 3 or more FSI crashes over a one-mile defined length)

The locations identified on these safety priority lists can be view in a map-based format from the GIS Portal on NOACA's website and by selecting the "Safety" layer. The full list is available in PDF format on NOACA's website at this link.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Staff will continue to prepare regional safety priority lists on an annual basis to identify intersections and road segments that exhibit a high need for improvement due to the frequency and severity of crashes within the NOACA region.

KS/bmb/8220c

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: August 9, 2019

RE: **Evaluation of 2018 Safety Performance Targets**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND

Safety Performance Management (Safety PM) is part of the overall Transportation Performance Management (TPM) program, which FHWA defines as a strategic approach that uses system information to make investment and policy decision to achieve national performance goals. It establishes safety performance measure requirements for the purpose of carrying out the State's Highway Safety Improvement Plan (HSIP) and to assess fatalities and serious injuries on all public roads.

The federal Safety PM Final Rule established five performance measures as the five-year rolling averages to include:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets.

State DOT's are required to adopted targets annually. MPOs are required to establish targets within of 180 days and shall represent the anticipated outcomes for the same calendar year as the State DOT target (23 U.S.C. 134(h)(2)). MPO targets can be established through one of two options:

1. Agree to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for a safety performance measure, or
2. Commit to a quantifiable target for a safety performance measure for the metropolitan planning area.

NOACA adopted ODOT's calendar year 2018 target of a 1% reduction for each of the five performance measures consistent with the first option above. For calendar year 2018, NOACA's 1-year performance in each of the 5 performance measures is presented in the table below. It can be seen that fatalities, serious injuries, and non-motorized fatalities all declined versus the previous three years, reversing the prior trend of increasing FSI's since 2014.

Performance Measure	Crash Frequency by Year					
	2018	2017	2016	2015	2014	2013
Fatalities	110	166	155	142	96	95
Serious Injuries	1,031	1,217	1,330	1,307	1,184	1,186
Non-Motorized Fatalities and Serious Injuries	155	174	160	168	131	144

The safety performance within the five-county region versus 2018 targets (evaluated on a 5-year rolling basis) is summarized as follows:

Performance Measure	Based on Rolling 5-Year Averages			Result
	CY '13-'17 Baseline	CY '14-'18 Targets	CY '14-'18 Actual	
Fatalities	130.8	129.7	133.8	**NOT MET**
Serious Injuries	1,244.8	1,232.6	1,213.8	**MET**
Non-Motorized Fatalities and Serious Injuries	155.4	153.8	157.6	**NOT MET**

Within the NOACA region, frequency targets for Fatalities and Non-Motorized FSI's were not met, in spite of significant reductions in fatalities and serious injuries in 2018. This is because the targets are established and reported using 5-year rolling averages, not annual crash frequencies, and the frequencies included in the rolling averages for 2018 were greater than the ones replaced from 2013.

The performance measures related to rates of fatalities and serious injuries could not be evaluated yet because the combined calculated VMT's for all roads by county for 2018 are not available.

At the June 18, 2019 Strategic Highway Safety Steering Committee meeting, ODOT staff stated that the Department was considering raising the state's targets for the five safety performance measures from a 1% reduction to a 2% reduction. ODOT informed the steering committee it believed a more aggressive goal was needed to galvanize action, and because additional resources supporting safety initiatives were available with the passage of the gas tax increase. In anticipation of this change for state CY2020 safety target setting, NOACA staff recommends resetting NOACA's targets to a 2% reduction for all five areas.

FINANCIAL IMPACT
There is no financial impact.

CONCLUSION/NEXT STEPS
Staff will track safety performance measures in support of state targets and report on performance to keep NOACA's safety stakeholders informed of the region's progress toward state goals.

KS/bmb/8216c

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: August 9, 2019

RE: **Corridor Recommendations for the STOP Program**

ACTION REQUESTED

No action is requested at this time. This item is for information and input from Council members.

BACKGROUND/JUSTIFICATION

Since fiscal year 2017, NOACA has administered a consultant contract to provide technical assistance to Northeast Ohio agencies to improve traffic signal operation on congested roadways. Since then, four corridors have been improved by retiming a total of 96 traffic signals in 12 different communities. The benefits of these projects over a five-year period are estimated as follows:

- Reduction of 12,630 metric tons of carbon dioxide
- Reduction of 1,637,000 hours of delay
- Reduction of 1,416,000 gallons of fuel
- Provided an average benefit-to-cost ratio of 28:1

Currently, NOACA's consultant is in the process of studying Chester Avenue between East 13th Street and Euclid Avenue, then along Euclid Avenue eastward to East 123rd Street, including a large number of adjacent intersections.

For the fiscal year 2020 Signal Timing and Optimization Program (STOP), the selection process has added vehicle probe data (collected by INRIX) in the screening, as well as all criteria used in previous corridor selections. Potential corridors for STOP consideration in fiscal year 2020 were identified using the following methodology:

Potential Project Corridors Selection Filter:

1. All non-freeway routes within NOACA region screened for "bottlenecks" in calendar 2018 as identified by INRIX, with the initial screening of the worst 100 locations further refined as follows:
    a. Eliminated locations with less than 100 occurrences
    b. Eliminated locations with excessive delays caused by known construction

c. Eliminated locations impacted by incidents
d. Excluded unsignalized bottleneck locations

2. Corridors were developed by starting with bottleneck locations identified above, then including adjacent road segments considering segment volume-to-capacity ratios and common sense
3. Define corridors based on:
    a. Length (minimum length of one mile)
    b. ADT (highest ADT within corridor at least 15,000 vehicles per day)
    c. Number of signals (minimum of 7 and maximum of 25 per corridor)
    d. Traffic signals per mile (minimum of 4 signals per mile)

Operational Ranking Criteria

- Average Daily Traffic (maximum within corridor)
- Volume-Capacity Ratio (maximum within corridor)
- Crash density per mile (based on all crashes over length of corridor)

Other Selection Considerations

- Average Daily Truck Traffic
- Potential for travel time improvement
    - Period since signals were last re-timed
    - Ability to coordinate existing equipment within corridor
    - Current or future construction projects expected to improve signal operation
- Presence of transit facilities
- Corridor spanning multiple jurisdictions
- Arterial is alternative route for incident management

Based on these considerations, the top corridors are:

Corridor	Description	Community
Center Rd (SR 303)	Pearl Rd to West 130th St	Brunswick, Brunswick Hills Twp, ODOT D3
Rockside Rd	Crossview Rd to Canal Rd	Independence, Valley View
Bagley Rd	Lindbergh Blvd to Pearl Rd	Berea, Middleburg Heights
Ontario/Orange Ave (US 422)	Prospect Ave to East 22nd St	Cleveland
E Washington St/Medina Rd (SR 18)	Jefferson St to Windfall Rd	Medina, Medina Twp, Montville Twp, ODOT D3
Mentor Ave (US 20)	SR 306 to Old Johnnycake Rd	Mentor
Ridge Rd	Pearl Rd to Denison/West 73rd St	Brooklyn, Cleveland, Parma
Warrensville Center Road	Libby Rd to Shaker Blvd	Warrensville Heights, North Randall, Highland Hills, Maple Hts
Broadway Ave (SR 14)	East 131st St to Warrensville Center Rd	Garfield Hts, Maple Hts, Bedford

The draft FY 2020 corridor(s) have been selected based on the operational criteria, emissions reductions, and Air Quality Subcommittee input in June. The draft corridors recommended for improvement on the next STOP contract are Bagley Road and Ridge Road.

FINANCIAL IMPACT

The funding for the STOP program is provided from the Congestion Mitigation and Air Quality (CMAQ) program.

CONCLUSION/NEXT STEPS

NOACA will reach out to jurisdictions identified by the screening process to confirm interest and willingness to participate in the STOP Program. An RFP will be developed to be advertised in September-October to allow work to begin on the next corridors in the spring.

KS/bmb/8217c

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: August 9, 2019

RE: **ITS Architecture Comprehensive Update**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION

In fiscal year 2018, NOACA entered into an 18-month contract with AECOM to perform a comprehensive update of the regional Intelligent Transportation Systems (ITS) architecture and its strategic plan. NOACA last updated the regional ITS architecture in 2010. The purpose of the ITS architecture is to support interoperability among ITS systems and jurisdictions, and to ensure that ITS elements of projects proposed in the region are eligible for federal funding. In conjunction with the update of the regional architecture, NOACA is also updating the region's ITS strategic plan. The strategic plan identifies needs for ITS-related infrastructure improvements and establishes the time frames for their implementation.

In September 2018, two surveys were distributed to over 150 stakeholders throughout the NOACA region regarding ITS. The first survey focused on gathering input on participants' transportation needs and challenges; and the second survey focused on understanding each agency's capabilities and plans for future ITS deployments. In addition, stakeholder workshops were also held to provide local agencies with a better understanding of ITS, and for the project team to learn more about local needs and capabilities.

Based on this input, the project team performed an analysis of stakeholder needs and, based on stakeholders' current ITS capabilities, identified gaps and opportunities to further regional ITS deployment to address those needs. The findings of the analysis were documented in a series of technical memos that served as working drafts of the ITS architecture report and strategic plan, which were shared with stakeholders for review and comment in February, March and April.

A second series of stakeholder workshops was held in May 2019 at locations in Independence, Brunswick, and Mentor. At these meetings, the project team met with participants to review the components of the ITS architecture, to confirm that identified needs are accurately captured and addressed, to verify that planned and potential future improvements are included in the ITS strategic plan, and to review how to use the architecture in project planning.

The project team developed the following items for use in regional intelligent transportation systems planning, with hyperlinks to the current versions on the AECOM's ITS project website:

1. 2019 NOACA ITS Architecture Report: This document supports the integration of regional ITS systems to allow planning and deployment to occur in an organized and coordinated process.
2. NOACA ITS Architecture Website: This website provides information for intelligent transportation project systems engineering following USDOT's Architecture Reference for Cooperative and Intelligent Transportation (ARC-IT) framework.
3. User's Guide for ITS Architecture Website: This brief two-page document serves as a layperson's guide to using the architecture website for ITS planning and reference.
4. Northeast Ohio ITS Strategic Plan: This document establishes the region's vision for ITS implementation, identifies regional ITS gaps and needs, and presents feasible ITS projects to consider for short, medium, and long-term implementation.

A final project coordination meeting is scheduled for **August 28 at 10 am** at NOACA to present the final results of the project to the NOACA ITS Steering Committee. At this meeting, DriveOhio will also present information on ODOT's planning for connected and autonomous vehicles, as part of ODOT's effort to develop a statewide ITS architecture for reference and use throughout the state as technology continues to mature and potential applications for connected and autonomous vehicles near deployment.

FINANCIAL IMPACT

The funding for the ITS Architecture Update and Strategic Plan is provided in the 2019 and 2020 Overall Work Programs.

CONCLUSION/NEXT STEPS

Staff will work with stakeholders and the consultant team to implement the ITS Architecture Update and Strategic Plan.

KS/bb/8218c

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: August 9, 2019

RE: **ODOT/OSHP Safety Calendar**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION

The Ohio Traffic Safety Office (OTSO) and ODOT work together to develop a rolling calendar of safety campaign messaging to raise public awareness on specific emphasis areas and initiatives promoted by the National Highway Traffic Safety Administration (NHTSA). Typically these campaigns involve messaging pushed out via social media and press releases, supported with messaging by ODOT on freeway message boards, and often coupled with increased enforcement. The full OTSO safety calendar may be viewed on their website at this link.

NOACA supports the outreach efforts of these agencies by reinforcing messages issued through its Office of External Relations.

Upcoming events prior to next Safety and Operations Council meetings are as follows:

- August: Back to School Safety Month
- August 14–September 2: Impaired Driving
- September 15-21: Child Passenger Safety Week
- September/October Varies: Homecoming Blitzes
- October 2: Walk to School Day
- October 20-26: National Teen Driver Safety Week (Occupant Protection)
- October 25-31 (Halloween): Impaired Driving
- November 28 (Thanksgiving): Occupant Protection
- November 30 (OSU-Michigan football game): Impaired Driving

Continuing support of education and outreach programs is necessary to make and continue positive changes in behavior of the traveling public. At the national level, significant reductions have been made in reducing the rate of fatalities for unbelted motorists (reduced from 54% to 48% between 2007 to 2016) and alcohol-

impaired driving fatalities (reduced from 32% to 28% between 2007 to 2016); however, both emphasis areas still comprise a large fraction of all crash fatalities. (Source: Terry Shelton, Associate Administrator, National Center for Statistics and Analysis, “2016 Fatal Crash Overview” presented on December 14, 2017.)

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Agencies within the NOACA region are encouraged to assist the Ohio Traffic Safety Office with maximizing impact of statewide message campaigns by cross-promoting these messages at the community level.

KS/bmb/8219c

Agenda Item No. 6

OLD BUSINESS

Agenda Item No. 7

NEW BUSINESS

Agenda Item No. 8

ADJOURN